

# The Sydney Morning Herald.

PRICE THREEPENCE.—£3 PER ANNUM.] VOL. XXVII.

SATURDAY, FEBRUARY 23, 1850.

No. 3985 { CASH TERMS FOR ADVERTISEMENTS  
For one line and under, 2d.; and 1s. for every additional inch for each insertion.

**FOR KEMPSEY, MACLEAY RIVER.**  
**THE O P A L I A**  
will sail for the above port on Tuesday, 27th instant, at noon. For freight or passage apply to the master, on board, or to

**CAPTAIN CROFT,**  
Commercial Wharf.

N.B.—Two Shipwrights or Caulkers wanted, Apply as above.

3603

**FOR MORETON BAY.**  
**THE fine fast-sailing Schooner BEAVER,**

J. Cooper, master, having part cargoengaged, will be quickly despatched. For freight or passage apply to the master, on board; or, to

**THOMAS CROFT,**  
Commercial Wharf.

Note.—This fine vessel has very superior cabin accommodations, particularly for ladies & families.

3602

**FOR MORETON BAY AND WIDE BAY.**

**THE fine schooner SECRET,**  
Sholl, Master, being detained for the accommodation of shipwrights, goods, and passengers, will positively sail on Saturday, 23rd instant (wind and weather permitting).

For freight or passage apply to the Master, on board; or, to

**THOMAS CROFT,**  
Commercial Wharf.

Note.—This fine vessel has very superior cabin accommodations, particularly for ladies & families.

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For freight or passage apply to the Master, on board; or, to

**THOMAS CROFT,**  
Commercial Wharf.

**FOR WIDE BAY DIRECT.**

**THE famous schooner LIBERTY,**  
James Johnson, master, will positively sail on Tuesday, 27th instant, and weather permitting. Shipwrights and passengers are particularly informed that this vessel will sail punctually to the time.

For freight or passage apply to the Captain, on board, at the Bethel Wharf, Erskine-street; or to

**J. CURTIS.**

**FOR WIDE BAY DIRECT.**

**THE fine Schooner EFFORT,**  
A. Thompson, master, having part cargoengaged, will sail on Tuesday next, for the 6th instant. For freight or passage apply to the master, on board; or, to

**THOMAS CROFT,**  
Commercial Wharf.

**FOR PORT ALBERT.**

**THE MIRANDA,**  
G. V. Bently, master, will sail on Wednesday next, 27th instant. For freight or passage apply to the Master, on board, at the Circular Quay; or, to

**JOHN RICKARDS,**  
February 22. 3676

**FIRST VESSEL FOR MELBOURNE.**

**THE well-known Al-**  
passenger brig **DANA,**  
J. R. Peake, master, expected about the end of the week, will be despatched quickly, having nearly all her cargo waiting to go on board. Passengers supplied with beds, linens, and the best wine and provisions. Separate stern cabins for ladies. For freight or passage apply to

**E. M. SAYERS,**  
Post Phillip Packet Office, 489, George-street.

**THE PACKET BRIGS**

**EMMA,**  
FOR HOBART TOWN,  
AND  
WILD IRISH GIRL  
FOR ADELAIDE.

**PASSENGERS** are requested to be on board these vessels, this day, as they will possibly sail to-morrow morning, and parties who have shipped cargo by them will confer a favour by passing entries, and sending in bills of lading before 11 o'clock, this day. (Saturday.)

**JOHN MACNAMARA,**  
Queen-street.

**FOR HOBART TOWN.**

**THE fine first-class schooner UNION,**  
Davidson, master, 100 tons burthen, will commence taking in on Monday, and sail the following day.

For freight or passage, at a reasonable rate, apply to

**JAMES COOK,**  
February 22. 3617

**FIRST ADELAIDE PACKET.**

**THE noted CLIPPER PHANTOM,**  
has room for two cabins or steerage passengers, with unvalued accommodation. All freight must be sent down at once to the Albion Wharf (fronts of Market-street), to prevent disappointment.

**SHEPPARD AND ALGER.**

Packet Office, 470, George-street, February 15. 3235

**FOR ADELAIDE.**

**A REGULAR TRADER,**  
THE fine first class schooner VELOCITY, M' Weigh, master, 170 tons burthen, is now under engagement to sail on the 2nd proximo. For freight or passage apply to

**JAMES COOK,**  
February 22. 3618

**FOR AUCKLAND DIRECT.**

**THE fine and remarkably fast-sailing Belgian ship OCEANIE,**  
211 tons register, G. Radou, Commander, will sail for Auckland in a few days. For freight or passage early application to

**HENRY MOORE,**  
Miller's Point.

February 15. 3106

**FOR AUCKLAND.**

(TO SAIL ON THE 1ST MARCH.)

**THE fine NEW BRIG M. O. A.**  
281 tons, Captain Morris, will ready to receive freight at Hobart Wharf, on Monday, the 26th instant; as two-thirds of the cargo is already engaged. Parties may depend on her sailing generally as above stated.

For freight or passage apply to the Captain, on board; or to

**WILLIAM WRIGHT,**  
Lower Fort-street.

**NOTICE TO PASSENGERS EX WIL-**

**LIAM AND MARY.**

**THE Medical Inspection of the passengers of this vessel to take place on board, on Monday morning 11 o'clock.**

**Next day, to see on the same day (wind and weather permitting).**

**ISRAEL SOLOMON.**

**FIRST PACKET FOR CALIFORNIA,**  
AND THE SANDWICH ISLANDS.

**THE fine first-class clipper built ship**

**BALMORAL,**

356 tons register, G. Frye, com-

mander, now on her second voyage. She has commenced loading at the Circular Quay, and will be full in a week; as two-thirds of her cargo is ready for shipment; she will positively sail in the spring, and arrive in the spring of the year, thereby avoiding the hardship and inconvenience of the rainy season, they will meet with lodgings and house rent at a moderate rate, or eat at once proceed to the diggings.

Mr. JOHN LONGFIELD, who has just ar-

ived by the last vessel from California, and the Sandwich Islands, returns in charge of

**BALMORAL,**

and will afford every information to passengers the number of which will be limited to 50.

Every attention will be paid to the

**COMFORT OF MARRIED PEOPLE,**

to whom a select portion of the vessel will be set aside.

**THE PROVISIONS**

will be as such as to enable the undersigned to supply the passengers in a proper manner, and thereby avoid discontent.

As only a limited number of passengers and freight will be carried, early application is necessary to Mr. John Longfield on board; or, to the undersigned at his Rooms, George-street, adjoining the Post Office.

February 23. 3602

**FOR LONDON.**

**FOR WOOL AND PASSENGERS ONLY.**

**THE splendid new ship ROMAN EMPEROR,**

AI, 793 tons register, William Champion, commander.

This fine vessel has now nearly all her cargo

on board, and will positively sail on 16th March.

Her two large poop cabins disengaged, and room for four or five large passengers.

Will carry a Surgeon. Apply to

**FLOWER, SALTING, AND CO.,**

or to

**GILCHRIST AND ALEXANDER,**

February 23. 3609

**FOR LONDON.**

**THE NEW BARQUE PANAMA,**

AI, 511 tons, T. J. Thomas, commander.

This fine vessel will have the advantage of the two excellent markets,

and arrive in the spring of the year,

thereby avoiding the hardship and inconveniences of the rainy season, they will meet with lodgings and house rent at a moderate rate, or eat at once proceed to the diggings.

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February 23. 3610

**FOR LONDON.**

**FOR LIGHT FREIGHT AND PASSENGERS ONLY.**

**THE fine fast-sailing first-class ship**

**COLTON,**

541 tons, J. H. Young, commander.

This fine vessel has most spacious, healthy tween decks, having upwards of eight feet space from deck to deck.

Passengers for the Gold Country are invited to come on board, and inspect her unrivaled accommodations.

The after part of the tween decks is fitted up for a superior class of passengers, with enclosed berths, at a small advance on the price of a cabin.

Ten days allowed for passengers to remain on board at San Francisco.

Persons residing in the country can secure berths, by sending a deposit to

**CAPTAIN CAUSZAR,**  
Circular Wharf;

Or to

**SHEPPARD AND ALGER,**

Packet Office, 470, George-street;

P.S.—Passengers who have paid deposits are requested to ship their goods, as the ship is fast filling up.

February 23. 3603

**FIRST SHIP FOR CALIFORNIA.**

**CARRIAGE A SURGEON.**

**THE splendid first-class frigate-built ship U. N. A.**

1000 tons, William Henry Caesar, commander, loading front of the Custom House, Circular Quay.

This fine vessel has most spacious, healthy tween decks, having upwards of eight feet space from deck to deck.

Passengers for the Gold Country are invited to come on board, and inspect her unrivaled accommodations.

The after part of the tween decks is fitted up for a superior class of passengers, with enclosed berths, at a small advance on the price of a cabin.

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February 23. 3604

**FOR LONDON.**

**FOR PASSENGERS AND SHIPPERS,**

**FOR LONDON.**

**THE fine new frigate BLACKWALL,**

pierced for 36 guns, 1000 tons, for 13 years, J. N. Thorne, late of the WALMER CAVALIER Command.

Captain T. begs to inform his friends in Sydney, that this splendid ship is now building by her owners, Messrs. Green, at their yard, Blackwall, expressly for the Sydney trade; she will be fitted under his own superintendence, and launched in

## ENGLISH NEWS.

### THE VOYAGE OF THE INFLEXIBLE.

(From the *Times*, October 18.)

In a leading article of the *Times* of the 8th of August last upon war steamers and their capabilities it was stated that when Her Majesty's steamer *Inflexible* (then on her voyage home from China) arrived, no doubt was entertained that her log would show as large an amount of valuable service done as could be performed by any vessel of the Royal Navy. The *Inflexible* having since arrived and been paid off, we have made it our business to enquire how far we were correct in our anticipation of what a British man-of-war steamer can do, and this one, by the way, one of the most constantly impugned craft on the list; we now present the result of our inquiries as proof of the good foundation of the anticipations encouraged respecting her performances.

The *Inflexible* is one of the vessels of the latest class, of Captain Sir Wm. Symonds, was launched at Portsmouth in 1846, of 1122 tons, 375 horse power, direct action engines by Fawcett, with an 800 load upon the valve. The distance run by her, not including going in or out of harbour, from the 5th of August, 1846, to the 28th of September, 1849, when she was paid off, was as follows:

Steamed .....	64,477 nautical miles.
Sailed .....	4,392 "

Total distance .....

68,869 "

Number of days under steam .....

349

Days under sail .....

271

3721

Knotts.

Average daily steaming .....

186.62

Average daily sailing .....

61.18

For the whole period .....

57.44

Hours.

Time under one boiler .....

762

Days two boilers .....

4,047

Days three boilers .....

3,324

Days four boilers .....

844

Total .....

8,992

Knotts.

Rate of steaming per hour .....

1,775

Rate of sailing per hour .....

5,715

Her fires have been alight 483 days 92 hours.

Total consumption of coal while under steam, 8121 tons 12 cwt.

Coal for raising steam and banking fires, 57,983 cwt.

Average distance steamed per ton of coal, 7,983 knots.

Consumption of coals per hour, 19,588 cwt. ditto per day, 23 tons 10 cwt. 12 lb.

The abovementioned distances are obtained by the patent log towed about 50 fathoms astern, out of the influence of the back water caused by the revolutions of the paddle wheels, and not from the common or hand log, or from the distance accomplished in a run from A to B, or a port to port, when making a voyage, for the convenience of the log-towing, or hand log-towing, the "back log," created by the revolutions of the wheels, has been proved by the *Inflexible* to vary from one to even four knots an hour, the common log and revolutions giving 11 knots, while the patent log and bearings of the land gave only seven knots.

The expenditure of coal has been obtained by the positive measurement of every tenth best, and every tenth as used by the fire, and a mean taken every four hours as the hourly expenditure.

The distance stated to have been accomplished by the *Inflexible* has been deduced on the main from the time the patent log has been overboard, when the final departure from the land has been taken; therefore she must have run many hundreds of miles more than is recorded in these returns.

This abstract, bearing from the voyage during the winter months, in which the *Inflexible* ran on the stormy coast of New Zealand, where she was constantly employed running for fifteen months burning the Newcastle Australian coal, the best quality of which is about ten per cent., inferior even when delivered at the mines, to good English coal; but from having been exposed on the open beach at New Zealand, it was rendered fully twenty-five per cent. inferior to the average Welsh coal. About 4,000 tons in the estimate stated above are of the same quality, and therefore, he kept in view, when the economy of the expenditure is considered. Another important feature in the mode of ascertaining the true expenditure of this ship must be here explained—the hourly and daily expenditure always contains a certain amount allowed for wastage, so that the true quantity remaining in the ship is known after the daily expenditure is ascertained.

The quantity to be allowed for wastage was obtained in the following manner. On the outward voyage of the *Inflexible* to the Coast of Good Hope in August and September, 1846, when a run of five thousand five hundred and two miles was accomplished on a single coaling, at a mean average velocity of 7.31 knots per hour, and at an expenditure of 12 tons 19 cwt. 3 quarters 14lb. in every 252lb. were allowed for wastage, equal to 3.174 per cent.; but a deficiency of 7 tons of coal in the whole quantity received in England was found to be wanting, thus proving the actual wastage to be equal to 4.955 per cent., with coils of average quality.

On the voyage from the Cape of Good Hope to Port Jackson, Sydney, when again 5356 nautical miles were accomplished on one coaling, an expenditure of 456 tons 10 cwt., or at the rate of 15 tons 3 cwt. 2 quarters per day, and at a mean average velocity of 7.87 knots per hour, 20lb. in every 252lb. were allowed—equal to 5 per cent.; but on a survey of the distance between the end of the voyage 12 tons were found remaining, as a proportion of the coal to be equal to 2.6 per cent., allowed more than was required by wastage and decrease of density, thus proving the actual wastage during the voyage as equal to 5.31 per cent. 5 per cent. was afterwards estimated and fixed upon as correct, and must therefore be subtracted from the gross quantity, if the true duty in miles per ton of coal is sought by any parties who may investigate the above data.

The remarkable instance of the existence of the full power of the wind occurred when the *Inflexible* towed the barque *Claudine* and succeeded in transporting 1,500 soldiers, tent equipage, and baggage 1,400 nautical miles in 12 days, four of which were employed in the landing of one regiment and the embarkation of another. It was highly important that the run from Madras to the Accras coast should be performed in the least possible time, as the north-east monsoon, which would have been dead ahead, was hourly expected; therefore four boats were put into requisition; the *Inflexible* was fully kept at a favorable line of immersion to develop power, for when a vessel is to be towed for a moderate distance, we must be ever taken not to have the towing vessel too deep.

This forms a mere abstract from more voluminous data of a minute nature, extending over a period of more than three years, composed with the single object of eliciting the truth.

### DEATH OF THE EARL OF ALBEMARLE.

(From the *Times*.)

At Quenidham, Norfolk, in the 78th year of his age, William Charles Kepell, fourth Earl of Albemarle, has ended his days, leaving to posterity a fair inheritance, a small title and a large estate.

He was born on the 14th of May, 1772, and before he had reached the age of six months, succeeded George, the third earl, in his honours and estates. On the 9th of April, 1772, when he had not quite completed his 20th year, he espoused the Hon. Elizabeth Southwell, who herself was four years his junior. That lady was the daughter of the 20th Lord De Clifford, and became the mother of 16 children. At the decease of her husband, she distinguished herself, could certainly have risen in importance in public life if he had been a "young brother," but he naturally gave way to the strong inducements which tempted him rather to cultivate the habits and pursuits of a country gentleman, than the toilsome vigour of a parliamentary and political life. But he was not altogether a private character. On the contrary, he soon became well known as one of the stanchest Whigs of the old school, and one of the few remaining companions of the celebrated Charles Fox. Notwithstanding had the advantage of that practical education and experience which many peers acquire in the House of

Commons, he was unaccustomed so frequently to address the Upper House as many nobles lords far inferior to him in natural talents and political information. Still he occasionally came to the rescue with considerable effect whenever his party happened to be hard pressed; and, upon the whole, he held a dignified and honourable position among the peers of England. His maiden speech was delivered on the 21st of February, 1794, in course his lordship was a member of the Whig Club, and a zealous opponent of the war which ended in the downfall of the French empire, and the glory of which contest Lord Albemarle and his friends thought very dearly purchased at a cost of so many millions. It is doubtful in the recollection of every reader that the party to which he belonged was, with the exception of a few months, excluded from power during a lengthened period of less than a year. Although his supporters were numerous, the Indians having since arrived and been paid off, we have made it our business to enquire how far we were correct in our anticipation of what a British man-of-war steamer can do, and this one, by the way, one of the most constantly impugned craft on the list; we now present the result of our inquiries as proof of the good foundation of the anticipations encouraged respecting her performances.

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### AUSTRIA, HUNGARY, AND TRANSYLVANIA.

(From the *Times*, November 14.)

TEMESWAR, NOVEMBER 1.—As we approach Temeswar the road becomes macadamised and passable even after the heaviest rains, and at one place I thought myself almost in a town—a gentleman's residence, with the offices and the inn at which we dined, forming an octagon, almost embossed in the road, and a most symmetrically planted with trees, had a most pleasant effect; but as I approached the town I vainly looked for the noble aleys of trees that used to be the delight and ornament of the place; the fortifications covered with the marks of cannon balls, and the roofs of the houses within battered to the bare rafters, or altogether roofless. I went from one inn to another, and at each got the same answer.

"Our bedrooms are all destroyed by the

shells; but if you are a new official we expect to have some rooms ready before the severity of winter sets in." Cold comfort this for a traveller who expects to eat his Christmas dinner on the other side of the Straits of Dover. At last the landlord of the Golden Ox took compassion on me, and permitted me to sleep in his own room until one was vacant.

Temeswar, with a population of 24,000, is the capital of the Kingdom of Hungary, and one of the most populous cities in Europe. Its civilization, and over its existence to the resolution to transport a ready-made European city into the heart of the newly conquered province. Most of the other towns of Hungary preserved many of their old houses until well into the last century, and even to this day there are still some remains of them among them, though pressing, yet the chiefs of the Whig administration of 1848 did not fail to find an office for one of their worthiest supporters, the noble Earl, who has just breathed his last. His Lordship was appointed Master of the Buckhounds, an office more important in those days than a present Lord Chamberlain, and the *Times* has given a full account of his services to the nation.

From this it might be imagined that the work was of a peculiar light and pleasant kind

things in our position and history. Our coal fields are the rude foundation of this fair Corinthian pile, and England is as indebted to them as Egypt to her Nile, Athens to her schools, and Rome to her policy and arms.

In other countries the supply of this primary necessity of life is unfortunately allied with some circumstances of inconvenience and danger to society. We believe that all the sovereigns and aristocracies of Europe derive a considerable portion of their incomes from forests, a term which in the more civilized countries merely denotes the trees of unbroken growth at intervals of seven years or longer, and felled down the rivers to the port districts. Such forests, while they yield but little to the beauty of a country, afford largely from its agricultural resources. If the forests of France were surrendered to the plough, they would furnish employment and food for fresh millions. But there is a still more serious evil in the circumstance under which the continental nations are forced to obtain fuel. Their wood-cutters and charcoal-burners are almost without a market, and the rural population, addicted to rude and untidy habits, form a despised crowd, and a long suspended expectation. Few of us choose to confess deep emotion, and men often hide the deepest feeling with the wildest excesses of manner and of language. Both the prisoners were in the habit of swearing him for this species of information, but he always treated the application as if he had been acting between persons who were total strangers to each other.

It was between six and seven when the chaplain was sent for; and when he entered his cell, he found Manning much more composed than on the previous evening. After

wards Mr. Rowe visited the female prisoner, and solemnly implored her, as she was so soon to appear before her God, with whom

she had been useless, that she would have a

few moments to say to him before he left the court.

We have instanced special reasons for the honourable treatment received on the Coal-Exchange,

and in those reasons we must add the science and taste displayed in making it not

more than a school of the industry with whose products it is concerned. It is an immense improvement on the cold, unmeaning structures of the last age. The example, how-

ever, need not stop here. There are other ne-

cessaries of life besides coal, worthy of Royal interest, and not less in need of it. We hope

to see the day when Sir Martin and Prince Albert and their children will bring the nobility

and commonalty in the midst of the coal and

charcoal-burners of this metropolis, at the inaugurations of other buildings, as useful, if not

as ornamental, as the Coal Exchange. The

extraneous cattle-markets and abattoirs of Paris are among the noblest monuments of the Imperial care lavished on that city—the noblest

because the most useful. The supply of water by aqueducts or other means is a Royal work.

Should our Sovereign and his Consort live the years that we pray for them, they will find fresh occasion for their constant solicitude and occasional presence in the industrial regions of this metropolis and nowhere will they show to better advantage.

#### THE EXECUTION OF THE MANNINGS. (From the Times, October 14.)

YESTERDAY this metropolis witnessed the most awful act which the necessities of justice or of self-preservation can impose on a sovereign State. We performed an act of judicial slaughter. Dreadful as the circumstances of capital punishment always must be, there is one time when they are infinitely aggravated by the Rev. G. Grey, in the last session of Parliament, when Government might be induced to give its support to such a measure. Mrs. Manning entered the chapel, and seated herself on the same bench as her husband, who was now only two watchers intervening between them. "I hope," said Manning, leaning towards her, "you are not going to die with me." She replied, that she had no animosity towards him; and, leaning towards him, they kissed each other. The sacrament was then administered to them by the Rev. Mr. Rowe; after which they again kissed and embraced each other several times, Manning saying to his wife, "I hope we shall meet in Heaven." At this moment Mr. Keene, the governor, appeared, and said that some time previously Calcraft also came forward, and the stretched processions conducted to different parts of the chapel. The execution operation was performed on the male prisoner first, and he submitted to it with perfect resignation. While standing at the door of the chapel, before the procession started, Manning addressed the chaplain, and said—"I was sentenced last night, and I hope you will forgive me, making allowances for my situation." To this Mr. Rowe answered that he had done all he could possibly do, and that he was nearly fainting. Calcraft also came forward, and requested that she might be allowed to kiss him. When he was accosted by Mr. Harris, the governor in attendance. Having had a black veil fastened over her head, so as to completely conceal her features from the public gaze, she was conducted to the extremity of the chapel, where the fatal procession was at once formed, and in a slow and solemn manner moved towards the drop, the prison bell tolling, and everything around contributing to the awe and sombre character of the spectacle. The procession passed along a succession of narrow passages, filled with padlocked doors, side-ways, and chevaux-de-frise of iron. In its course a singular coincidence happened. The Mannings walked over their own graves, as they had made their victim to do over his. The male prisoner walked with a feeble and tottering step, and, after two turns, having lost his balance, fell on the floor, and lay senseless. Calcraft then seized him by the hair, and, with a blow on the head, raised him up again, and he was pinioned without any resistance. Calcraft then wished her to resume a cloak which she wore on entering the chapel, and brought out all his scrips and bonds, and requested that she might be allowed to kiss him again. She went and found O'Connor tipsey one evening at his house, and came home and informed me that he had seen him quite drunk—he having taken brandy as a remedy for cholera. She said he went into his bedroom and brought out all his scrips and bonds, and asked them to kiss, so as to make his death easier. When he was accosted by Mr. Manning, he said nothing, and had nothing to do with him. O'Connor left the house, and we parted good friends. When he was gone my wife said, "That old villain has been the cause of my losing much money, and I am determined, as I am a living woman in this room, to have my revenge upon him." I asked what she meant? She replied, "I will shoot him, if I am hanged for it, as he has deceived me so many times. I then expostulated with her on the impropriety of such a course, and told her that she had done all she could possibly do, and that he was nearly fainting. Calcraft then wished her to resume a cloak which she wore on entering the chapel, and brought out all his scrips and bonds, and requested that she might be allowed to kiss him again. When he was accosted by Mr. Harris, the governor in attendance. Having had a black veil fastened over her head, so as to completely conceal her features from the public gaze, she was conducted to the extremity of the chapel, where the fatal procession was at once formed, and in a slow and solemn manner moved towards the drop, the prison bell tolling, and everything around contributing to the awe and sombre character of the spectacle. The procession passed along a succession of narrow passages, filled with padlocked doors, side-ways, and chevaux-de-frise of iron. In its course a singular coincidence happened. 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## SHIPPING INTELLIGENCE.

### ARRIVALS.

**FEBRUARY 22.—Miranda, schooner, 127 tons, Captain Bentley, from Port Albert the 15th instant, with merchandise. Passengers—Mr. Bentley and two children, Mr. Scott, Mr. Bodkin, and eight in the steerage.**

**FEBRUARY 22.—Asia, schooner, 131 tons, Captain Macarthur, from Launceston the 21st instant,宗宝, Bay the 3rd instant, and from Fairy the 15th instant.**

**FEBRUARY 22.—Anglia, barque, 570 tons, Captain Charles Gardner, from Plymouth the 4th November, and from Hobart Town the 16th instant, with merchandise. Passengers—Mr. and Mrs. James Mackay and servant, Mr. Colin Mackay, Mr. E. Peterson, Dr. Kennedy, Mr. Gibson, Mr. Brett, Mr. Borleson, Mr. Boyd, and 162 emigrants.**

**FEBRUARY 22.—Terror, schooner, 95 tons, Captain Dunning, from Hongkong the 16th instant.**

**FEBRUARY 22.—Emma, brig, 121 tons, Captain Hughes, from Adelaide the 16th instant. Passengers—Mr. Grace, Mr. Keighran, son, Mr. M. Keighran, jun., Mr. Patrick Keighran, Mr. and Mrs. Wright and child, Mr. J. Johnson, Mr. W. Christie, Mr. and Mrs. Rawton, Mr. Hanrahan, Dr. Wright, and six in the steerage.**

**FEBRUARY 22.—Undana, barque, 300 tons, Captain Walker, from Manila 9th December.**

**FEBRUARY 22.—Crisena, barque, 278 tons, Captain Spence, from San Francisco 30th November, and forty-two days from Honolulu. Passengers—Mr. Johnson and family, Mr. Marks, and Mr. Shannon.**

**FEBRUARY 22.—Milwood, barque, 254 tons, Captain F. W. Deane, from the Whaling Grounds.**

### DEPARTURES.

**FEBRUARY 22.—William Rotch, American whaling barque, 290 tons, Captain Kempton, for the South Sea Fishery.**

**FEBRUARY 22.—Tamar, barque, 536 tons, Captain Styxer, for London. Passengers—Dr. Croft and son, Lieutenant Suckling, Mrs. May, Dr. Bowe, Mrs. Addams, son and daughter, and Mr. and Mrs. Kirk.**

### CLEARANCE.

**FEBRUARY 22.—Astee, barque, 505 tons, Captain Wright, for London. Passengers—Dr. Kingdon.**

### COASTERS INWARDS.

**FEBRUARY 22.—Clara, 49, Morgan, from the Brunswick River, with 34,000 feet cedar; Chancery, 35, Pitt, from the Richmond River, with 22,000 feet timber; Beaver, 78, Cooper, from Wide Bay, 120 bales wool, 100 skeapkins, 1 cask tallow; Heroine, 38, Northern, from the Richmond River, with 20,000 feet timber; Bramble, 54, Millie, from the Richmond River, with 30,000 feet cedar; Chapman, George, 56, Cawell, from the Richmond River, with 31,000 feet timber; Wave, 17, Burke, from the Manning River, with 800 bushels wheat, 300 bushels barley, 6 cwt. onions, 10 cwt. cheese, 12 hides; Hawkesbury Lass, 14, Woodlark, from the Hawkesbury, with 300 bushels maize, 330 bushels oats, 70 bushels wheat, 2 hides; Cygnet, 29, West, from Newcastle, with 30 tons coal, 500 hides; Eagle, 26, Mitchell, from the Hunter, with 1000 bushels wheat, 300 bushels maize, 1000 bushels barley, 100 bushels oats, 500 tons coal; Traveller's Bridge, 32, Lethbridge, from Newcastle, with 40 tons coal; Elizabeth, 36, Wood, from Newcastle, with 40 tons coal; Rose, 172, Harding, from Morpeth, with 100 bushels wool, 48 casks tallow, 400 bushels grain, 30 bushels wheat, 20 bags bran, 50 trusses hay, 10 bags sheepskin, 30 bags maize, 10 bags tobacco, 30 pigs, 15 calves, 6 cows, and sundries.**

### COASTERS OUTWARDS.

**FEBRUARY 22.—Elizabeth, 30, Wood, for Newcastle, in ballast; Traveller's Bridge, 32, Lethbridge, for Newcastle, in ballast; Curragh Boy, 45, M.N.I., for Newcastle, in ballast; Dove, 13, Gray, for Wollongong, with sundries; Chancery, 35, Pitt, for the Richmond River, with sundries.**

### IMPORTS.

**FEBRUARY 22.—Miranda, schooner, 127 tons, Captain Bentley, from Port Albert; 161 skeapkins and 165 bales of wool, Mr. Croft, Co. 27; 1000 feet of timber, 2000 feet of iron, 10 tons tallow, 4 tubs butter, and 20 bales wool, G. & H. Bentley; 38 bales wool, Flower, Salting, and Co.; 12 casks tallow, 1000 bushels grain, 200 bushels wheat, 20 bags bran, 50 trusses hay, 10 bags sheepskin, 30 bags maize, 10 bags tobacco, 30 pigs, 15 calves, 6 cows, and sundries.**

### HOBART TOWN.

**ARRIVALS.—February 19. Flying Fish, 187 tons, Captain Clinch, from Port Phillip; Alert, schooner, 22 tons, Captain Taylor, from Port Phillip; Fortitude, barque, 280 tons, Captain Sanderson, from the whaling grounds.**

**February 19.—Enterprise, for London, Sophie or Circassian, 100 tons, Captain for Hobart Town, and the Red Rover, for Leavenworth.**

**The Clifton arrived here yesterday, from London, having made an extraordinary quick passage of eighty-four days. She brings out 20 passengers of a very superior class, mostly from London, and a few from the North of England, among the number there are four ministers and twenty-three students, who are continuing their studies at Sydney. Their classification follows:—12 adults, 12 females, 17 males and 20 infants. All the passengers speak in the highest terms of the captain and officers; also of the arrangements on board. Three births and three deaths occurred during the passage; the latter, one female adult and two children.—*Melbourne Argus*, February 13.**

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**February 19.—Asia, brig, 121 tons, Captain Hughes, from Adelaide; 20 packages tobacco, Smith, Campbell, and Co.; 1 bag head wine, Addressed; 1 case merchandise, Montefiore, Graham, and Co.; 4 packages zinc, and 17 bags butter, Order.**

### SHIPS' MAILED.

**Mails will close at the Post Office as follow:—**

**For London.—On the Astec, this evening, by the 1st St. George and Elias, on the 7th next, and by the 1st St. George and Elias, on Friday evening, at six.**

**For HOBART TOWN.—By the Emma, this evening, at six.**

**For HONGKONG.—By the Arabia, this evening, at six.**

**For ADELAIDE.—By the Wild Irish Girl, this evening, at six.**

**VESSELS LAID ON FOR LONDON.**

### SATURDAY, FEBRUARY 22.

**The following is the amount of cargo on board each vessel, as reported by the captain or chief officer:—**

**Bella, ship, 912 tons, Paid; 210 hides, 261 tons copper ore, 141 casks tallow, 3055 bales wool, 3 big bags horn, 3 bags tallow, 4000 tree-nails, and 20 tons bone. A full ship.**

**Homeward, barque, 490 tons, Cayzer: 2800 hides, 135 tons black oil, 60 tons sperm oil, 22,777 treenails, 370 bales wool, and 18 logs shipbuilding timber, 5 tons bark.**

**St. George, ship, 644 tons, Jones: 27000 bushels grain, 50 tons tallow, 231 bags bran, 2000 bushels treenails, 10 tons bones, and 2300 bales wool.**

**Astec, barque, 507 tons, Wright: 1731 bales wool, 688 bags wheat, 3000 treenails, and 15 tons tallow. A full ship.**

**Alert, barque, 394 tons, Devision: 145 tons sperm oil, 45 tons tallow, 963 bales wool, 27 bags cedar, and 16,000 treenails. A full ship.**

**Emperor, ship, 793 tons, Champion: 27800 bales wool, 3000 hides, 220 casks tallow, 275 bags lead ore, 22 tons copper oxide, 30 tons copper regulus, 20 tons bones, 3000 treenails, and 3656 horns.**

**Bellona, ship, 541 tons, Young: 1207 bales wool, 3000 hides, 100 tons copper regulus, and 170 casks tallow.**

**Panama, barque, 545 tons, Thomas: 1600 crows.**

**The Kinnear, from Hong Kong, called at Manila to load for Port Phillip.**

**The Heron saw the American whaling barque Falcon, of New Bedford, on the 1st instant, and the mate reports that she stood away from the schooner when she found that the latter wanted a supply of bread and meat.**

**On the 11th she spoke the Adelaide, off Cape Otway, steering to the eastward, and gave some supplies of bread and meat to the Disputed. On the 16th, she ran into Two-fold Bay and procured supplies. On the 19th, saw a schooner running to the southward.**

**Schooner LOWMEYER.—The Astec is expected to sail on Saturday; she, St. George, the Alert, St. Elias, next week; the St. George, the Blonde, the Honduras, and the Roman Emperor, the first week in March; and the Success, about the middle of the same month. All the vessels on the berth are rapidly filling up.**

**The Terror experienced some very boisterous weather in her passage to Hongkong. On the 22nd of October, when to the eastward of the Bass Islands, in latitude 20° north, and longitude 127° 51' east, she encountered a heavy gale, which, on the following day, increased to a hurricane; in all she lost her fore-top-mast, her jib-boom, and her main-top-mast. As far as O'Clock in the afternoon of the same day a heavy sea struck the vessel and swept away everything from the afterpart of her deck flush to the combings. Her second mate, a native of Baltimore, named Nathaniel Russell, was washed off the deck clear over the main boom and gaff. Owing to the violence with which the schooner was pitching it was only with great difficulty that Russell, although an expert swimmer, could get back on board here. Twice he had to jump overboard to avoid being struck, but on the third attempt he succeeded in grasping the fore-yard arm as it was dipping and was assisted on board. The chief mate and one of the seamen were also severely injured, the former being thrown with great force down the companion, and the latter washed below the main boom. On the 25th the gale had somewhat abated, and a jury-rig was put up, but this was of very poor quality, and the schooner lay to until the arrival of Mr. Sutton, and other gentlemen associated with him, and the conference of His Excellency the Lieutenant-Governor and the Government of the Colony, the great bank to the southward of Van Diemen's Land, spoken of by Sir James Ross, the celebrated navigator, in his Voyage of Discovery and Research in the Southern and Antarctic Regions, and as in his judgment likely to prove a valuable history to this colony, to be shortly accurately surveyed and charted.**

**The Anglia has brought 162 immigrants; among them are several wives of prisoners of the Crown, and the remainder a large majority are farm labourers and general servants. Eighty-one others were landed at Hobart Town. Those now on board the Anglia appear to be a very well-behaved and useful class. The vessel is fitted up with the greatest attention to health and comfort, and owing to its care and economy of Dr. Kennedy, the Surgeon Superintendent, and especially in carrying out a strict system for the preservation of cleanliness and regularity, there has been no sickness on the passage.**

**The Americas, schooner, from Adelaide, arrived at Batavia on the 14th December.**

**The Emma passed a brig on the 16th instant, off Cape Northumberland, steering to the N.W.; and on the 21st she passed a large barque and a schooner, in company, bound to Sydney.**

**The Prince of Wales was to be towed round to Thacker and Co.'s Wharf, this morning, to discharge, and is laid on the berth for London.**

**The New Zealand Company advertise that they are willing to receive tenders from persons stating for what amount of bounty they will run steamers between the different parts of New Zealand, and between New Zealand and Sydney.**

**The Panama is at Buchanan's Wharf, and began yesterday to take on board the oil of the Australian.**

### PORT PHILLIP.

**ARRIVALS.—February 12. Clifton, ship, 867 tons, Captain E. W. Healey, from London, 14th, and Down 16th November. Passengers—(cabin) Rev. Dr. Lang, lady, and family, Miss Macnich, Mackay, Colter, Seldon, Burns, Mrs. McCrae and family, Messrs. Bruce, Herder, Ridley, Gordon, John M'Nish, Esq., surgeon, and 202 tons, the intermediate, 60 tons, Captain Main, from Port Fairy, 11th instant; February 13. Teaser, schooner, 60 tons, Captain Aldrich, from Circular Head, the 11th instant; Ellen and Elizabeth, schooner, 32 tons, Captain Halkett, from Circular Head the 11th instant.**

**Departures.—February 13. Cirassian, 867 tons, Captain Clinch, from Port Phillip; Sophie or Circassian, 100 tons, Captain for Hobart Town, and the Red Rover, for Leavenworth.**

**The Clifton arrived here yesterday, from London, having made an extraordinary quick passage of eighty-four days. She brings out 20 passengers of a very superior class, mostly from London, and a few from the North of England, among the number there are four ministers and twenty-three students, who are continuing their studies at Sydney. Their classification follows:—12 adults, 12 females, 17 males and 20 infants. All the passengers speak in the highest terms of the captain and officers; also of the arrangements on board. Three births and three deaths occurred during the passage; the latter, one female adult and two children.—*Melbourne Argus*, February 13.**

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## NEWS FROM THE INTERIOR.

(From our Correspondents.)

### CAMDEN.

FEBRUARY 21.—The weather has been very sultry during the past fortnight, and we have been favoured with some fine thunder showers, which have drenched the fields and pastures, and caused them to put out more masts and robes of green, than is usual by the white blossoms of the thorn, which bespeak the country everywhere in clusters and thickets. Were it not for the intense heat, the flies and mosquitoes, we might almost imagine that the spring had returned, so beautiful do the country look in every direction. In another month, Camden will be a cheering holiday resort.

But the late rains has not increased the volume water in the river, which has at some times tickled with many a swollen stream; there are, however, many deep parts in its bed, which appear inexhaustible. Apart from the river itself, the water holes are fast drying up, and the deaths of cattle are numerous from either scarcity of water or some unusual complaint confined to particular localities.

The maize has rallied everywhere, and looks extremely well; but it is very doubtful whether the colts are filling, as the blossoms have now disappeared.

Nationalism is disappearing, but there is a good deal of sickness of a temperate nature, affecting the throat and causing coughs and other usual concomitants of catarrh. Whereto due attention is not paid to the state of the system and cleanliness, there is an inordinate disposition in wounds and abrasions to rankle and be troublesome—this may, perhaps, be owing in great measure to the peculiar saltness of the atmosphere, and the absence of invigorating breezes. Cold plagues and frequent infections cannot too strongly recommended.

A German family, named Schmidt, forming in itself a musical band, is travelling southward, with a general license from the Colonial Secretary—and have been performing during the last fortnight, at Narrean, on several evenings. The musical talent of the performers (who call themselves a quadrille band) is very respectable, and has drawn some overfilling houses at Greenfield's and elsewhere. They are persons of good repute, and this style of innocent amusement deserves encouragement. They press onward through Goulburn, Yass, and Gundagai, but will continue here a little longer yet.

The fruit most abundant, now in the shops, is grapes and pears—those from Brownlow Hill are the finest we have seen this year. The vintage is close at hand—in addition to Camden and Wivenhoe, which we mentioned before—an excellent wine is manufactured at Brownlow Hill. These are the three principal vineyards of the district, Camden being the patriarch.

Mr. Oxley's steam mill is progressing, and will, we understand, be soon in operation. No district of the colony has more grain mills in a small diameter of country.

A young man named severally, Morris, Barnes, and George Wilkinson, but who calls himself the last mentioned, was yesterday committed for trial, by the Camden Bench, for horse-stealing. The evidence and circumstances of the case disclosed that he stole a saddle and bridle from the house of one Parkinson, an architect, in Appin, and having proceeded to Campbelltown, and took with him the town common a horse belonging to Mr. Coughlan. Having thus mounted himself he proceeded to the different public houses in rotation, beginning at Poole's, at Narrean, and going on to Brenans, in Camden, offering the horse, saddle, and bridle for sale at each place, at a low price. Some persons put the police on the alert, and Mr. Gibson, the chief constable, with his magnificent corps of two, came up to Poole's, at Brenans, where he had been affected a sum of £100 for silverware, value £3, and £2 in money. Mr. Gibson took the horse-stealer into custody, and secured the horse and its equipments; he also retained the watch and the unspent balance of the money to insure the attendance of the purchaser to prosecute the offender on the following day. When the following day arrived, however, the claimant of the watch and also a companion of his were not to be found, neither have they been heard of since; they are strangers to this place, and seem to be part of a gang who were trying to victimize the honest folk of Narrean and Camden. This is not the first gang of disreputables whom the dread of Mr. Gibson has broken up very summarily.

Yesterday, while a long train of carts laden with Irish orphan girls, in charge of a surgeon and female superintendent, was passing through this village, en route to Goulburn, some confusion occurred among the carts, in the midst of which three of the poor girls were thrown out, and received some slight surgical relief, promptly kindled by themselves, one was able to proceed onward, but the other two were found to be so much injured that they had to remain behind; they are now lodged and charitably provided for in an apartment of the watch-house, where they are under the care of the humane Roman Catholic priest of the district, who provided them with bedding and refreshments.

### GOUVERNMENT.

FEBRUARY 20.—BOMBERRA.—We do not remember so many robberies to have occurred in so short a time as have taken place since Saturday evening last. The first in order of time was that of a person in charge of a team, who allowed a man to share his bed, and for his hospitality he caused him to lose £100, containing £2 10s. in money and a cheque on the Commercial Bank for £8. The thief, for which he has been stopped, was drawn by James Robert in whose employ the blackbird was driven. The stranger was given in charge; his name was Andrew Blake. Blake had a coat on when he came to the dray in the evening, but it is supposed he had planted his coat and the fruit of his plunder, as no coat could be found in the morning. An unsuccessful search has been made. The second robbery was at the Bouldnor, Pitt-street, on Wednesday evening last, when the premises were broken open and about 3 cwt. of tallow taken away, part of which was found planted in the bush. The police being made acquainted with the circumstances, kept a look out the following evening; the thieves were in all probability aware of this, as they did not make their appearance. We understand that Messrs. Benjamin and Moses intend to use every means in their power to trace and prosecute any thief who may be discovered to pilfer from so small an establishment. The third robbery was to have occurred in the main street in this township, yesterday evening about 12 o'clock, and which was of a very daring kind, a horse and cart having been used to convey the property away; the premises entered was that of a small store kept by Mr. Charles Payne. It appears that both Mr. and Mrs. Payne had gone to the Oldfellow's Ball, and did not come home until about six o'clock this morning, when they were first acquainted with their misfortune; the house was broken into in a slight manner, and by that door the thieves entered; there was a grown girl and several children sleeping on the premises; the former found the back door open about twelve o'clock, but did not give any alarm; the first discovery of the robbery was about sun-rise when the hall broke up. There was a desk taken (containing £125s. in cash) which was broken to pieces, and was found in Mr. Blake's fence immured in the manor; there was also property taken of the following description:—40 lbs. and 50 lbs. of tobacco, three half-chests of green tea, one whole chest of black tea, two kgs. of butter, two boxes of currants 24 pounds each, and two and a half bags of sugar; there were several articles of dress belonging to the children which were left in the yard, out of which they had turned three horses; two blackfellows tracked the dray or cart from Payne's door to the corner of Mr. and Mrs. Payne's, and their fair way to that point found a quantity of tea and sugar, and also the desk in which the money was; a search warrant was issued and executed this afternoon, when several hints within Mr. Sinclair's fence were searched as well as the inmates, but nothing was found belonging to Payne. The fourth robbery also took place last night, at the rear of the premises occupied by Mr. Gillespie, shoemaker, and next door to Payne; it appears that a young man named O'Brien Donelly had just rigged himself out in a new suit of clothes, which with a new hat and several shirts, were taken from under his bed; the box was left in the yard.

**NEW MINE.**—A silver and copper mine has been discovered at Lockyer-leigh (the same estate as that on which the iron mine exists). The mine just discovered abounds in copper, and shows indications of silver. The proprietor (Major Lockyer) has gone about thirty feet deep and come to a copper lode. We shall be more qualified to furnish more particulars when we shall have visited the mine; in the meantime we cannot but congratulate the Major on his good fortune.

**ONE FALCON'S HORN ANNIVERSARY.**—This Society attended divine service in the Episcopal Church yesterday, when a sermon was preached by the Rev. W. Bowyer, from Luke x., 29.—"But he, willing to justify himself, said unto Jesus, And who is my neighbour?" A collection was made after the discourse on behalf of the orphan children of the late Mr. and Mrs. Field, which amounted to £4 2s., and which was afterwards augmented by Captain Bowyer's £1 a pound. The same fraternity had a hall and supper at the Commercial Hotel the same evening, which was kept up till daylight this morning.

**JUDGE COURT.**—On Tuesday last, James Henderson, noticed in our last communication from this township, in custody for horse-stealing, was discharged, no evidence being adduced to warrant his detention.

Andrew Blake, who was in custody for robbing a man in charge of a team near Mr. Bradley's residence, was also discharged, the colts being filling.

A constable belonging to Bindy, named Cooper, was charged with allowing a prisoner of the name of Caruthers to escape. From the evidence of R. Oakes, Esq., J.P., it appeared that he had issued a warrant at the instance of Mr. F. Oakes, for the apprehension of Caruthers, for horse-stealing; Cooper apprehended him, and had him in custody, and handcuffed, in which state Mr. R. Oakes saw him subsequently.

BATHURST.—53 acres, parish of Manly Cove, at Middle Harbour. 48 66 acres, same place. 49 45 acres and 2 rods, same place. Upset price £1 per acre.

**AYROLE.**—50, 50 acres, at Nadiggora Creek. 52, 50 acres, at Cowgong Flat; exclusive of the present road from Colliegar to the head of the creek, the area of which has been deducted. 56, 40 acres, parish of Ulladulla, at Campbell's Meadow, near the Wallangarra River. 56, 57, 30 acres each, parish of Urunga, on the Wollondilly River; reserving for public use the present road passing through the land, the area of which has been deducted from the total area. 56, 40 acres, near the confluence of Nadiggora Creek. Upset price £1 per acre.

**BATHURST.**—53, 50 acres, parish of Huntley. Upset price £1 per acre.

**KING.**—50 acres, near Jerrawa, on Jerrawa Creek. Upset price £1 per acre.

**CANOM.**—50, 30 acres, near Hartley. Upset price £1 per acre.

**CANOM.**—50, 30 acres, at Millalong. 67, 30 acres, on the Nepean River; reserving for public use a road passing through the land, the area of which has been allowed for in the total area. 68, 30 acres, near Berrima. 69, 98 acres and 2 rods, near the Shoalhaven River. Upset price £1 per acre.

**ST. VINCENT.**—50, 30 acres, near Reidale, on Jembajuba Creek. 61, 30 acres, at the Half Moon Flat, near the Mongarlowe River. 61, 50 acres, at Nodgenutta, near Narraweena. 61, 50 acres, near Narriga, on Bule Brook. 64, 30 acres, near Bradwood. Upset price £1 per acre.

**WELLINGTON.**—66, 50 acres, near Molong Creek. Upset price £1 per acre.

**UNNAMED.**—70, 140 acres, parish of Yarrowell, portion No. 25. 71, 109 acres, same place, No. 27. 73, 121 acres, same place, No. 28. 74, 266 acres, same place, No. 37. Upset price £1 per acre.

**LAND SALE—GOULBURN.**

On Wednesday, the 20th March, at eleven o'clock, the following portions of Land will be offered for sale by public auction, at the Police Office, Goulburn, at the upset price affixed to each lot. Deposit 10 per cent.

**COUNTRY LOTS.**

**GORGONA.**—1, 50 acres, at the junction of Ogo Creek with the Lachlan or Fish River, opposite the village reserve at Graham's Creek. 2, 50 acres, at the Island, opposite the village reserve at Graham's Creek, or the Fish River. 30 acres, on the east side of Fish River, at Yarramundi. 30 acres, on the east bank of the Lachlan River, near Dirl Hole Flats. 23, 43 acres and 3 rods, 3 rods, on the bank of the Big Flat. 12, 30 acres and 3 rods, at the Horse Shoe Flat, on Keversone or Mulgrave Creek, near its junction with the Fish River. 13, 26 acres and 3 rods, on the south side of the Fish River, near its confluence with the Callab Creek. 16, 76 acres, on the east bank of the Lachlan River, near Dirl Hole Flats. 23, 43 acres and 3 rods, 3 rods, on the bank of the Fish River, known as Harvey's horse paddock. 17, 73 acres and 2 rods, on the bank of the Fish River, known as Harvey's horse paddock. 19, 55 acres, same place. 31, 40 acres, at the Island, opposite the village reserve at Graham's Creek, at the Fish River; reserving for public use the roads leading to the crossing place on the river and the adjoining measured portion on the west end thereof, the areas of which are allowed for in the total area. As regards the roads, opposite a villa, we have never seen a team stuck there yet. The fifth objection is, that there is already three by roads, the first through Oldbury, five miles further up than Bong Bong, to the south of the village; the second, to the south of the village; the third, before the road was closed. The sixth, with respect to cutting up the small farms, the road would pass through two only—one belonging to Mr. Jones, who would not offer the slightest objection; the other to a man named Sadler, who was so rejoiced to see the surveyor, that he went to meet him, and showed him the shortest way to reach his ground. With regard to the seventh objection, it would be better to let the government have the right to buy the land, and let the inhabitants of Bong Bong sell it to them at a low price. As regards the eighth objection, I am not aware who appointed Mr. Foster to act as agent to the Government, or to question its good faith. Surely if the Government wants an adviser it will not find one in Berrima. And now, Gentlemen, hoping I have not trespassed to much on your valuable time, and soliciting your insertion of the above facts,

I beg to remain,  
Your obedient servant,  
A. SUBSCRIBER.

February 20.

**GOVERNMENT GAZETTE.**

TUESDAY, FEBRUARY 19, 1850.

**LAND SALE.**

On Wednesday, the 20th March, at 11 o'clock, the following portions of land will be offered for sale by public auction, at the Old Military Barracks, George-street, Sydney, at the upset price affixed to each lot respectively. Deposit 10 per cent.

**SUBURBAN LOTS.**

**ASVILLE.**—1, 100 acres, parish of Tourang, near Goulburn, Upset price £1 per acre. 2, 20 acres, Parish of Goulburn, near Goulburn, allotment No. 46. Upset price £2 per acre. 40, 30 acres, near Bungonia, on Bungonia Creek. Upset price £1 per acre.

**CAMDEN.**—5, 25 acres each, Nos. 5 and 6 of the Gerrings Reserve. 5, 6, 23 acres and 2 rods each, same place, Nos. 3 and 4. Upset price £2 per acre. 7, 1 acre, 1 rod, and 35 perches, parish of Picton, near the village of Upper Picton. No. 14. Upset price £4 per acre. 10, 30 acres, same place, Nos. 11, 12, 3 acres and 2 rods, same place, Nos. 17 and 18. Upset price £2 per acre.

**YARRAMUNDI.**—5, 3 acres, 2 rods, and 28 perches, parish of Concord, village of Longbottom, No. 8. 9, 1 acre and 2 rods, same place, No. 9. 10, 1 acre, 2 rods, and 38 perches, same place, same place, Nos. 10, 11, 12, 3 acres and 2 rods, same place, Nos. 13 and 17. Upset price £2 per acre.

**BATHURST.**—15, 6 acres and 23 perches, parish of Bathurst, near Bathurst. No. 4 of section 50, 14—16, 2 acres and 2 rods each, same place, Nos. 1—3. Upset price £3 per acre.

**ROXBURGH.**—22, 3 acres 2 rods, and 11 perches, parish of Peel, village of Peel, No. 7. 22, 6 acres, 1 rod, and 7 perches, same place, No. 8. Upset price £3 per acre.

**SAXON.**—10, 30 acres, 3 rods, and 44 perches, parish of Armidale, at Armidale, New England, cultivation allotment, No. 39. Upset price £4 per acre.

**NOTWITHSTANDING.**—22, 34 acres, 2 rods, and 30 perches, parish of Newcastle, at Plat's Channel, near Newcastle, No. 50. Upset price £1 per acre. 26, 17 acres, same place, No. 7. Upset price £2 per acre.

**MURRAY.**—27, 100 acres, near Larbert, on Reedy Creek. Upset price £1 per acre. 29, 10 acres, same place, Larbert, village of Larbert. Upset price £2 10s. per acre.

**SHASTON.**—24, 12 acres and 3 rods, parish of Shaston, on the eastern bank of Reedy Creek. 30, 30 acres, same place: reserving for public use the road from Larbert to Modbury. Upset price £1 per acre.

**COOK.**—34, 12 acres and 3 rods, parish of Shaston, on the eastern bank of Reedy Creek. Upset price £2 per acre.

**AMERICAN RAILROADS.** (From the Times, November 14.)

"CONTINENTAL" travel will soon come to have a very literal signification. Within a period of time which the reader will presently find himself to estimate, the tourist is to be enabled to traverse his 2000 or 3000 miles on a single journey, and to see his progress bounded by nothing short of the ocean itself. There are people like those of the United States who are greatly interested in the Mississippi and the Atlantic. When the three miles of railroads in the Mississippi valley are completed in London, it will be highly observed that life indeed was short, but that American art was very long. The truth is, that art must always conform to nature, and when nature is on such a scale, that countries are as large as kingdoms a trunk line of railway must needs be rather extensive. Still, even with this preliminary explanation, perhaps the prospectus which we are going to submit may exceed the grasp of ordinary English comprehension.

"For these reasons, I am commanded by his Excellency the Governor-General to notify to the corporation of Quebec, in accordance with the subsisting contract, that in one year from the present date the Government will again take possession of the public edifices now in charge of the said corporation.

"I have the honour to be, Sir, your obedient servant,"

"T. BOUTILLIER."

The League had been called together, to meet at Toronto on the 1st of November, to

discuss the following subjects:

"1. The proposed railway from the Atlantic to the Pacific.

"2. The proposed railway from the Atlantic to the Gulf of California.

"3. The proposed railway from the Atlantic to the Pacific."

"4. The proposed railway from the Atlantic to the Pacific."

"5. The proposed railway from the Atlantic to the Pacific."

"6. The proposed railway from the Atlantic to the Pacific."

"7. The proposed railway from the Atlantic to the Pacific."

"8. The proposed railway from the Atlantic to the Pacific."

"9. The proposed railway from the Atlantic to the Pacific."

"10. The proposed railway from the Atlantic to the Pacific."

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"15. The proposed railway from the Atlantic to the Pacific."

"16. The proposed railway from the Atlantic to the Pacific."

"17. The proposed railway from the Atlantic to the Pacific."

"18. The proposed railway from the Atlantic to the Pacific."

"19. The proposed railway from the Atlantic to the Pacific."

"20. The proposed railway from the Atlantic to the Pacific."

"21. The proposed railway from the Atlantic to the Pacific."</p

## BATHURST RACES.

**STEWARDS.**  
W. H. BUTCHER, ESQ., M.C.  
J. A. ROBERTS, ESQ., M.C.  
E. MACHATLIE, ESQ.  
J. BOWLER, ESQ.  
JUDGES.  
MR. JOHN DARGIVIN.  
TREASURER.  
MR. JOSEPH SIMMONS.  
CLERK OF THE COURSES.  
MR. THOMAS WHITTON.

FIRST DAY.  
Wednesday, February 27th.  
FIRST RACE.

**THE BATHURST TOWN PLATE** of £50, for all horses; weight for age; heats twice round the course; three entrances or no race. Entrance £5.  
**SECOND RACE.**

**THE MAIDEN PLATE** of £50 for horses that have never won an advertised prize above £10; weight for age; heats once round the course; three entrances or no race; the second horse to receive £10 of the stakes. Entrance £5.

**THIRD RACE.**

**GALLOWAY RACE** of £20, with a Sweepstakes of £1 added, for all horses carrying 16st.; one event; twice round, over six leaps of three feet six inches. Entrance £2.

**FOURTH RACE.**

**THE FARMERS' PURSE** of £50, for all horses; one event, three times round; amateur riders; carrying Homebush Weights; three entrances or no race. Entrance £2.

**SECOND DAY.**

Thursday, February 28th.  
FIRST RACE.

**A JACK HURDLE RACE** of 15, with a Sweepstakes of 20s., for all horses carrying 16st.; one event; twice round, over six leaps of three feet six inches. Entrance £1.

**SECOND RACE.**

**THE TRIAL STAKES** of £25; £2 Sweepstakes for two-year-olds; weight 7st.; once round the course; three entrances or no race. Entrances £1.

**THIRD RACE.**

**HACK STAKES** of £10, for horses carrying 16st.; heats once round. Post entrance £1. The winner will be put up for sale by auction at the stand, immediately after the race, at 25s. and if no bid made above £15 to be returned to the owner. Any surplus over £5 to be added to the Race Fund.

**FOURTH RACE.**

**HACK STAKES** of £10, for horses carrying 16st.; heats once round. Post entrance £1. The winner will be put up for sale by auction at the stand, immediately after the race, at 25s. and if no bid made above £15 to be returned to the owner. Any surplus over £5 to be added to the Race Fund.

**THIRD DAY.**

Friday, March 1st.  
FIRST RACE.

**THE PUBLICANS' PURSE** of £50, Sweepstakes of £5, for all horses; weight for age; heats twice round the course; three entrances or no race. Entrance £2.

**SECOND RACE.**

**THE CARRIAGE PLATE** of £50, for all horses that have never won an advertised prize exceeding £10; weight for age; heats once round; three entrances or no race. Entrance £2.

**THIRD RACE.**

**THE MEMBERS' PURSE** of £25, for all horses; one event, three times round; amateur riders; carrying Homebush Weights; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE PRACTICAL STAKES** of £50, for all horses; one event, three times round; amateur riders; carrying Homebush Weights; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE LADIES' PURSE** of £25, for all horses; weight for age; heats once round; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE LADIES' PURSE** of £25, for two year-olds; heats once round; three entrances or no race. Entrance £2.

**THIRD RACE.**

**THE STOCKMEN'S DISTRICT PURSE** of £10, for all bona fide stock horses which have been for three months the property of persons residing in the district; catch weights; heats once round. Post entrance £1.

**FOURTH RACE.**

**THE BEATEN STAKES** of £20, for all horses that have started and won not during the meeting. To be handicapped by the stewards, or whom they may appoint. Post entrance £2.

Weights to be carried at the meeting, except in cases where the weights are particularly specified:

Two years old..... 7st. 0lb.

Three years old..... 8st. 0lb.

Four years old..... 9st. 0lb.

Five years old..... 9st. 6lb.

Six and aged..... 9st. 12lb.

Mares and geldings allowed 8lbs., except in cases where the weights are particularly specified.

No false start allowed.

No person allowed to enter a horse unless he is a subscriber to the amount of £3, except in the Hack and Hurdle Races, for which £1 will qualify.

All riders to appear in jockey costume, except in the Hack Race; and a fine of £1 will be imposed upon any rider changing his colours.

No false start allowed.

All decisions of the majority of the stewards present to be final.

No person allowed to enter a horse unless he is a subscriber to the amount of 10 per cent.

Any person entering a horse which is not his own, for the purpose of evading the qualification, will be disqualified.

Winners to pay back 5 per cent. to the Race Fund.

Publicans' Booths on the course to be charged £4.

Refreshment Booths to pay £1 10s.

No vehicle with provisions for sale will be allowed on the course without a ticket signed by the Secretary.

Tickets to be obtained at the "Black Bull," Inn, previous to the races, on the payment of 10s. a card, and for the wheel-chair, 10s.

Application for Booths to be addressed to the Secretary, at the "Black Bull" Inn, between the hours of 12 and 3 o'clock on the 17th February next, to whom the charge of 5s. 10d. is to be paid.

The horses to be entered at the three following places respectively, between the hours of seven and nine in the evening, viz.:—At Mr. Goss's, Sportsman's Arms, on Tuesday evening; at Mr. John's, White Horse Inn, on Wednesday evening; and at Mr. Tait's, Black Bull Inn, on Thursday Evening. All decisions of the majority of the stewards present to be final.

WM. FARREND,  
Hon. Sec.

COMMERCIAL BANKING COMPANY  
OF SYDNEY.

NOTICE is hereby given, that a Special Committee of the Shareholders of the Banking House, on Friday, the 10th day of March, at noon precisely, for the election of a Director in the room of Henry Gilbert Smith, Esq., resigned on leaving the colony.

By order of the Board,

EDWARD KNOX,  
Manager.

Sydney, February 13. 1858.

S Y D N E Y M A R I N E  
ASSURANCE OFFICE,  
Conducted according to the usage at Lloyd's, under the direction of a Committee of Underwriters.

LEADS BUILDINGS, 667, GEORGE-STREET.

Hours of attendance from 10 to 4.

SAMUEL H. SMYTH,  
Broker.

Sydney, November 2. 1858.

PRIVATE INSTITUTION FOR THE TREATMENT  
OF DISEASES OF THE EYES.

MR. CARTWRIGHT, Surgeon,

M.R.C.S.L., &c., &c., can now receive into his hands a limited number of patients, with Diseases of the Eyes.

Hours for application and Consultation from nine o'clock to ten A.M., and from twelve to two P.M.

Sydney, February 14. 1858.

M. F. FISCHER,  
DENTIST,

AS KEMPS, COOPER AND SON, 479, GEORGE-STREET.

(Opposite the Bank of New South Wales.)

RESPECTFULLY informs the public,

that he stops decayed teeth without giving pain; supplies artificial teeth, which cannot be detected as such upon the closest inspection, and are guaranteed to answer the purpose of mastication and articulation.

CHARGES.

£ a. d.

Scaling..... 0 5 0

Scaling and cleaning..... 0 10 0

A single-tooth tooth..... 0 10 0

A complete set, from..... 0 2 0

Retention..... 0 2 0

Retention gives, or no payment taken.

Certificates from medical men of the first responsibility can be shown.

Private entrance at the side. 11163

## CARCOAR RACES.

**STEWARDS.**

SAMUEL NORTH, ESQ., P.M.  
THOMAS ICELLY, ESQ., M.C.  
WILLIAM MONTAGU ROTHERY, ESQ.,  
J.P.  
WILLIAM FREDERICK JONES, ESQ.,  
J.P.  
EDWARD MURRAY, ESQ., J.P.

JUDGE.

WILLIAM LAWSON, JUN., ESQ., J.P.  
ROBERT McDARMIED, ESQ.  
CLERK OF THE COURSES.  
THOMAS MCKELL.

FIRST DAY.

Wednesday, March 13th, 1858.

FIRST RACE.

**THE CARRCOAR TOWN PLATE** of £50, for all horses; weight for age; heats twice round the course; three entrances or no race. Entrance £5.

**SECOND RACE.**

**THE CARRCOAR PLATE** of £25, for all horses that have never won an advertised prize exceeding £10; weight for age; heats once round or no race. Entrance £2.

**THIRD RACE.**

**THE MEMBERS' PURSE** of £15, for all horses; one event, three times round; amateur riders; carrying Homebush Weights; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE CARRCOAR PLATE** of £25, for all horses; one event, three times round; amateur riders; carrying Homebush Weights; three entrances or no race. Entrance £2.

**SECOND DAY.**

Thursday, March 14th.

FIRST RACE.

**THE CARRCOAR PLATE** of £20, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**SECOND RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**THIRD RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**FOURTH DAY.**

Friday, March 15th.

FIRST RACE.

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**SECOND RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**THIRD RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**FOURTH DAY.**

Saturday, March 16th.

FIRST RACE.

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**SECOND RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**THIRD RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

**FOURTH RACE.**

**THE CARRCOAR PLATE** of £15, for all horses four years old and under 10st., five years upwards 11 stone; one event, three times round the course over 9 leaps of 3 feet 6 inches; three entrances or no race. Entrance £2.

